

**TOWN OF SUMMERVILLE MIDTOWN REDEVELOPMENT PLAN
SETTING FORTH INFORMATION REQUIRED BY
SECTION 31-6-80 OF THE TAX INCREMENT FINANCING LAW**

The Summerville Midtown Redevelopment Plan, set forth herein (the “Redevelopment Plan”) and established pursuant to the State’s Tax Increment Financing Law (the “Tax Increment Financing Law”) outlines a comprehensive, plan to revitalize the Midtown Summerville Area (“Project Area”). The Redevelopment Plan represents a new vision for the Highway 78 corridor and the midtown of Summerville as, not just a main transportation corridor, but also a revitalized, transit-oriented commercial and residential corridor that caters to all modes of transportation. It outlines the types of public projects that are needed to revitalize the commercial elements of the Project Area, deter the decrease of property values and alleviate the conditions that are a threat to private reinvestment.

The use of the Tax Increment Funding (the “TIF”) mechanism to fund public infrastructure projects in the Project Area will fund the necessary infrastructure and public realm projects that are needed to encourage private capital reinvestment in the area and enhance the current tax base of the Project Area. These improvements will also make the Project Area more attractive for commercial redevelopment and investment, improve pedestrian and bike safety, improve traffic safety and the level of service of the road network and improve public facilities in the Project Area.

BACKGROUND INFORMATION

The Project Area is a geographic area located at the edge of Historic Downtown Summerville between the Dorchester/ Berkeley County line and the Town limits on Highway 78. It is illustrated in the attached map “Summerville Midtown Redevelopment Area.” According to the 2020 US Census Bureau Population Estimates there are approximately 145,689 people living within a five-mile radius of the center of this area. The majority of development in the Project Area was built in the 1930’s and can be characterized as aging, dilapidated, and automobile-oriented. A number of the structures and land uses are blighted and do not represent the highest and best use of the properties.

The Project Area includes several main transportation routes including US Highway 78, US Highway 17A, Cedar Street, the Berlin G. Myers Parkway and North Maple Street.

- Highway 78 traverses the Project Area and acts as an east-west main transportation corridor between downtown Charleston and upper Dorchester and Berkeley Counties and beyond. It serves as a gateway into the Town from both directions. It is also a hurricane evacuation route and a part of the Berkeley Charleston Dorchester Council of Governments (“BCDCOG”) Bus Rapid Transit Corridor. Aesthetic and infrastructure improvements are needed to draw commercial redevelopment and investment to this corridor.
- U.S. Highway 17A, running generally north to south, intersects Highway 78 in the middle of the Project Area and is a heavily traveled major thoroughfare. Referred to as

“Main Street” within the Town limits, U.S. Hwy. 17A moves people from Downtown Summerville northerly to the new commercial areas of Azalea Square and the Exit 199 off of Interstate 26 and southerly towards the southern end of Town and Walterboro. Much needed pedestrian and bicycle access and infrastructure is needed for this corridor to alleviate traffic congestion and provide better accessibility.

- Cedar Street runs parallel to U.S. Hwy. 17A. The proposed Cedar Street Extension will extend this alternate route, commencing at W. 9th North Street to connect to the northern commercial hub providing expansion and redevelopment opportunities for that area in addition to improved pedestrian and traffic safety measures. The northern part of Cedar Street Extension is currently outside of the town limits and outside of the Project Area. However, other sources of funds will be used to complete that portion of Cedar Street Extension including, but not limited to, State and Federal infrastructure grants. Construction of Cedar Street Extension will not be undertaken until the other required funds are identified. As Cedar Street leaves Town going south it becomes Central Avenue, which leads to the Knightsville area and southern Dorchester County.
- The Berlin G. Myers Parkway is a limited access road constructed and owned by the South Carolina Department of Transportation. It was designed and constructed in phases to provide an alternative route to Main Street for vehicular traffic. The proposed Sawmill Branch Development, located in the vicinity of the Berlin G. Myers Parkway, provides a tremendous opportunity for redevelopment of the former Salisbury Brick site. Phase 3 is the last phase of the Berlin G. Myers Parkway and is currently awaiting a permit from the Army Corps of Engineers to begin construction. Phase 3 is approximately 3.25 miles in length and will begin at the current terminus of the Berlin G. Myers Parkway on Trolley Road and end on Central Avenue. It will connect southern Dorchester County and the Knightsville area of the Town to North Main Street and Interstate 26 Exit 199.
- Maple Street, at the western boundary of the Project Area, was recently extended to Exit 197, which is a new Interstate 26 exit for North Maple Street and the Nexton Parkway. The Maple Street Extension project will connect to the recently acquired Woodlands tract to provide another alternate North/South route through Town, improving traffic safety and the level of service to the road network. The Woodlands tract also provides an opportunity to provide a public park or other public facilities to enhance development opportunities for that area.

The Town of Summerville was studied, as a whole and in sections, in the 2014 Summerville Vision Plan (the “Plan”). The Plan outlines several opportunities for improving the different areas of Town, including the Project Area. The Plan includes a list of public projects to be completed in Town and provided several funding options for these activities; including the creation of a TIF District. The Vision Plan and its suggestions were utilized in the creation of this Redevelopment Plan.

The Project Area includes the commercial corridors of Historic Brownsville which run parallel to Highway 78. This area has a rich history and was settled by the African-American veterans and their descendants after the Civil War. Today, Brownsville remains a predominantly African-

American community that plays an important role in the Town's cultural and political landscape. The community is largely low to moderate income and has been the subject of several Town redevelopment projects in recent years. Continuation of those redevelopment projects include improvements to pedestrian and bike safety.

The Project Area also includes the historic Salisbury Brick site. The Salisbury Brick site is 57 acres and is the largest undeveloped parcel in downtown Summerville. It is located at the intersection of the Berlin G. Myers Parkway and Highway 78 and is bounded to the east by Sawmill Branch, a tributary of the Ashley River to the south. A brick plant operated on the site for over 50 years, but the site is currently vacant.

The current road, site and stormwater conditions at the Salisbury Brick site and the cost of the needed repairs have made it difficult for this property to be developed. The proposed redevelopment projects will remedy the transportation and stormwater issues and clear the way for new development. The owners of the property are proposing an over \$145 million, mixed-use development, to be named Sawmill, that will include commercial, multi-family and office uses. The Sawmill project will transform the Salisbury Brick site and the surrounding area and serve as a catalyst for redevelopment and investment in the Redevelopment Area and the entire Town.

Also located in the Project Area is the former Dorchester County Hospital. This site, located at the intersection of U. S. Highway 78 and U.S. Highway 17A, is approximately 5 acres and was operated as a hospital from 1937 to 1975. It currently serves as the Human Services Building Complex for Dorchester County. Appropriate pedestrian, bicycle and stormwater infrastructure is needed to enable Dorchester County to create a plan for a mixed use development on this site that will include residential, office space, retail and other commercial uses.

The Project Area includes the route proposed by BCDCOG for a bus rapid transit system. The Low Country Rapid Transit System will utilize U.S. Highway 78 to provide comfortable and cost-effective rapid transit service to the tri-county area. The plan includes dedicated bus lanes along U.S. Highway 78 and encourages transit-oriented development ("TOD") along the route. BCDCOG has created an outline called "Livable Communities" to guide TOD and redevelopment for communities along the proposed route.

TOD encourages higher density mixed-use residential, commercial and office space along a transit route. The Town's recently adopted Unified Development Ordinance will allow for transit-oriented, mixed-use development that fits with the Town's desired character along U.S. Highway 78. TOD also encourages improvements to pedestrian and bike access to the area and those principles inspired some of the projects proposed in the Redevelopment Plan.

The Town sees tremendous revitalization opportunities in the midtown area of Summerville. The public improvements to the Project Area will encourage private investment and redevelopment of obsolete and vacant properties. Successful implementation of the above-mentioned plans and the Redevelopment Plan is dependent on the successful approval and creation of a Tax Increment Financing District to fund these improvements.

BOUNDARIES OF REDEVELOPMENT PLAN

The Redevelopment District contains 691 parcels totaling approximately 502 acres, and a mix of land uses; including residential, commercial, industrial and institutional. See Attachment A.

DISPLACEMENT IMPACT

The Project Area includes residential areas, but, in accordance with Section 31-6-90, no persons will become displaced by the Redevelopment Project, as no changes to residential structures or diminishment of infrastructure supporting the same are intended.

CONDITIONS OF BLIGHT WITHIN THE REDEVELOPMENT PLAN

Conditions of blight currently exist within the Project Area. Section 31-6-30 describes a Blighted Area as any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where “industrial, commercial, and residential buildings or improvements, because of a combination of five or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of necessary transportation infrastructure; presence of or potential environmental hazards; lack of water or wastewater services; inadequate electric, natural gas or other energy services; lack of modern communications infrastructure; lack of ventilation, light, sanitary or storm drainage facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning; and static or declining land values are detrimental to the public safety, health, morals, or welfare”.

The revitalization of the developed portion of the Project Area is threatened by the following current conditions that are detrimental to the public safety, health, morals, or welfare:

- **Age, Dilapidation, Obsolescence, Deterioration of Structures and Site Improvements**
A number of the structures in the Project Area and along Hwy 78 are over 50 years old and have not been renovated to take advantage of current market trends. The existence of dilapidated, obsolete and deteriorated site improvements in the Project Area contribute to the need for public intervention and investment.

The U.S. Highway 78 Corridor contains numerous vacant and dilapidated structures that are constructed in a manner that make it difficult for revitalization and reuse. Deficient site improvements include damaged parking lots, inadequate storm water systems, and dilapidated driveways, landscaping and signage. These aging structures and site improvements, such as parking lots, lighting, stormwater retention, and curb cuts, do not meet current Town zoning, design, land development and/or building requirements and standards.

- **Lack of Necessary Transportation Infrastructure**

The existing transportation infrastructure in the Project Area was designed years ago to move vehicular traffic at much lower volumes. The size and lack of investment in U.S. Hwy 78 in general, and its intersections with U.S. Highway 17A, Cedar Street and Maple Street specifically, have caused issues with traffic and pedestrian safety. These roads and their intersections are not equipped to handle the type and amount of vehicular, bicycle or pedestrian traffic that attempt to use it on a daily basis. This has caused pedestrian and bicycle safety issues and accidents that make it dangerous for those individuals that do not own or cannot drive a vehicle to move around the Project Area and access the goods and services they need.

- **Lack of Storm Drainage Facilities**

The lack of curb and gutter and appropriate stormwater facilities on the eastern portion of Highway 78 make the road appear unattractive, unsafe and cause traffic and pedestrian safety issues. This makes it difficult for these parcels to be redeveloped to their highest and best use. Flooding has proven to be a costly problem in the Hwy 78 corridor with several structures on the northern portion of the road having repetitive flooding. The absence of stormwater drainage infrastructure or landscaping verges between the road and parking lots exacerbates flooding issues. The lack of stormwater infrastructure on the aging parking lots in the Project Area may also be harmful to Sawmill Branch because there are no controls on the amount and quality of the runoff that flow into the river.

The Town has undertaken a hydrologic study in a portion of the Project Area to determine the appropriate stormwater improvements that need to be made to correct the flooding issues. Additionally, the Town hired a consultant to assist in the creation of development guidelines for the Project Area to ensure that future development does not exacerbate the current flooding issues. Both of these plans will guide the redevelopment in the Project Area.

- **Presence of structures below minimum codes standards**

The Project Area contains structures that do not meet current zoning, land use, building or codes enforcement standards. These buildings detract from the aesthetics of the area, make it less desirable for private investment and diminish the value of the properties in the Project Area that do meet Town standards. These structures and site improvements, such as parking lots, lighting, and curb cuts, do not meet current Town zoning, design, land development and building standards. These conditions also make it difficult and cost-prohibitive for these properties to be retrofitted and redeveloped to attract modern uses.

- **Deleterious land use or layout**

The Project Area contains uses that are deleterious to the overall image and safety of the area. The lack of planning in this corridor for public and private properties is illustrated

by the location of uses such as used car dealerships, repair shops and older fast-food restaurants which negatively affect the appearance of the area. These uses do not represent the highest and best use of the properties or the current market trends. They present an unattractive and uninviting gateway into the Town and serve as a disincentive to additional private investment.

Pursuant to Section 31-6-10, a vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality is deemed a Blighted Area where sound growth is impaired by a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land; overcrowding of structures and community facilities in neighboring areas adjacent to the vacant land; lack of necessary transportation infrastructure; presence of or potential environmental hazard; lack of water, or wastewater; lack of storm drainage facilities; inadequate electric and natural gas energy services; and lack of modern communications infrastructure. The revitalization of the undeveloped portion of the Project Area, i.e., the Salisbury Brick site, is threatened by the following current conditions that are detrimental to the public safety, health, morals, or welfare:

- **Lack of Storm Drainage Facilities on the Salisbury Brick Site**
The stormwater infrastructure on this site helps to drain the stormwater basin in the Project Area. It is currently insufficiently sized and nearby property owners have experienced nuisance flooding. Development of the site will necessitate improvements to the stormwater infrastructure to accommodate proposed development in the area.
- **Lack of Necessary Transportation Infrastructure for the Salisbury Brick Site**
The transportation infrastructure serving this site is already in need of expansion because of the number of cars that travel U.S. Highway 78 and the Berlin G. Myers Parkway. This infrastructure is insufficient to handle the increased traffic that may be created by the development of this site. Turning lanes on both roads, the extension of 9th Street and the connection of 9th Street to Farm Springs Road are all improvements that will assist the flow of traffic for the development and the Project Area.

REDEVELOPMENT PRINCIPLES/ OBJECTIVES

1. Improve Form and Function of Transportation Network in Project Area for All Modes of Transportation

Investment in new and existing roads, sidewalks and paths are key to attracting new development and redevelopment of outdated commercial buildings. The roadway network in the Project Area lacks streetscaping, lighting, safe infrastructure for pedestrians or appropriate stormwater infrastructure. The proposed improvements to U.S. Highway 78 for the bus rapid transit system will make downtown Summerville accessible for the entire region. The proposed improvements and their design will allow this area to function as a part of downtown Summerville, which will

expand and improve the commercial areas in downtown and encourage private investment. The extension of Maple and Cedar Streets will provide an alternate route to U.S. Hwy. 17 A providing improved traffic, pedestrian and bike safety.

2. Enhance Public Facilities in Project Area by Making Them More Accessible and Attractive.

Investment in new and improved public facilities would make the Project Area more accessible to the public and their service areas. Creation of a new park in the Project Area would provide more customers for local businesses and enhance the aesthetics of the Project Area. The construction of a new Coroner’s office and other public facilities would also provide more customers for local businesses and, additionally, make these facilities more accessible to the public because this corridor is strategically located for both Town and County residents. Improvements to the Alston school complex property will improve the functionality, accessibility, and appearance of the structures to allow them to address the needs of their student population.

3. Encourage Private Investment in Project Area.

Private investment in the Project Area will be enhanced by utilizing TIF funds to pay for a portion of the public infrastructure costs for the Sawmill Development. Development of the Salisbury Brick site into the Sawmill development is contingent upon funding for a portion of the public infrastructure improvements that are required. This development will be the economic engine for the redevelopment of the Project Area and the Town. In addition, the public infrastructure improvements detailed below are intended to promote new private investment in the remainder of the Project Area, leading to the reduction or elimination of those factors relating to privately-owned property outlined above which qualify the Project Area as a Blighted Area

PUBLIC INVESTMENT PROJECTS

There are numerous public investment opportunities in the Project Area. Below is a list of projects that should be undertaken to improve the public safety, health, safety and quality of life of this Project Area and incentivize private investment and development:

Improvements to transportation and stormwater infrastructure including road improvements and construction of pedestrian and bicycle paths and trails.

1. Maple Street Extension
2. Cedar Street Extension
3. U.S. Highway 78
4. U.S. Hwy. 17A (Main Street)
5. Berlin G. Myers Parkway/Salisbury Tract

The construction of new roads and the widening and expansion of existing roads will provide new opportunities for connectivity that will improve pedestrian and vehicular access to the Project Area. These public improvements will address the lack of transportation and stormwater infrastructure in the Project Area and encourage private investment by making the area safer for pedestrian, bicycle and vehicular traffic. Each project includes improvements and/or lengthening of an existing road to improve the current road conditions, decrease traffic and encourage new development. They also include enhanced traffic control, signalization, and pedestrian crossings. Improvements to existing stormwater infrastructure and construction of new stormwater infrastructure are needed in the Project Area and will be done in conjunction with the proposed road projects.

Improvements to streetscaping, including the installation of street lighting, sidewalks, a vegetative buffer, landscaped medians, pedestrian crossings, bicycle facilities, utility improvements and transit facilities.

In conjunction with the new construction and repair to the existing road network, enhancements will be made to the public realm to include street lighting, new and expanded sidewalks, traffic calming measures like landscaped medians and pedestrian and bicycle infrastructure. These public improvements will address the lack of transportation infrastructure in the Project Area and encourage private investment by making the area safer for pedestrian and bicycle traffic. These improvements will enhance the public realm which will make the Project Area more attractive for new mixed-use developments by encouraging more walking and vehicular traffic. The potential location of a bus rapid transit station is included in the plans for the Sawmill development.

Improvements to or Construction of Public Buildings, Environmental, Cultural or Recreation Facilities.

1. Construction of a Dorchester County Coroner's Office
2. Construction and expansion of Town of Summerville Public Safety and General Services
3. Improvements to or construction of school facilities on the Alston Bailey Elementary and Alston Middle School site
4. Improvements to the "Woodlands" tract for a Town Park

The construction of new public facilities such as a Dorchester County Coroner's Office and Town of Summerville Public Safety and General Services facilities will enhance the appearance of the Project Areas and bring more traffic that can support new and existing businesses.

The Dorchester District Two Alston Bailey Elementary School and Alston Middle School complex is centrally located in the Project Area. Improvements to the facilities such as roof replacement, landscaping, fencing, sidewalks, and other aesthetic improvements will need to be made to improve the conditions and appearance of the site and the growing needs of the student population.

The Town purchased the “Woodlands” site as part of the acquisition of right of way for the Maple Street Extension Project. The property is wooded and vacant at this time. The road bisects the property but the remaining property will be utilized as a Town park or other public facility that would add value and improve the appearance of the Project Area.

Public Improvements Associated with Sawmill Development

Transportation-related improvements to U.S. Highway 78 in the vicinity of the Berlin G. Myers Parkway will provide additional incentive for private development in the area of the Sawmill development. Additionally, the developer for the Sawmill development will make significant infrastructure improvements that will become the property of the Town through acquisition with TIF funds. These public improvements include roadways, pedestrian/bicycle trails, water and sewer utility infrastructure, stormwater drainage facilities, and signal improvements to adjoining roads. The improvements will address the lack of adequately sized transportation and stormwater infrastructure in the Project Area and encourage private investment by making the area safer for pedestrian, bicycle and vehicular traffic. These improvements at or adjacent to the Sawmill site include road widening and extension, street paving and resurfacing, turn lanes, construction of roundabouts and a new connection road through the development including the construction of stormwater collection and transportation facilities.

Any architecture, design, engineering or land acquisition to accomplish the above projects are included in the Project Costs.

Funding derived in part from the TIF may be necessary for architecture, design, right of way acquisition, land acquisition or engineering costs for public improvements in the Project Area.

DURATION OF PLAN

The duration of the Summerville Midtown Redevelopment Tax Increment Financing District will be 25 years. Long term management of the Summerville Midtown Tax Increment Financing District will be done by the Town of Summerville staff and consultants employed by the Town of Summerville. All expenditures will be approved by the Town of Summerville Town Council in accordance with the Town of Summerville’s Purchasing Ordinance. Any amendments to the Redevelopment Plan will be approved by the three taxing entities represented in the District.

PROJECT COSTS AND FUNDING SOURCES

The current estimated redevelopment costs for the Summerville Midtown Redevelopment Plan are \$35,000,000, but the Town only intends to issue obligations secured by TIF revenues in an amount not exceeding \$25,000,000. Such obligations will be further secured by a covenant of the Town Council to consider, in its sole discretion, the appropriation of other legally available funds to supplement TIF revenues if any year such revenues are insufficient to pay debt service on such obligations. This number is an estimate and will be decreased or increased as project funding opportunities are made available or as other funding sources and partnerships are found. Other

anticipated sources of funds for the Redevelopment Plan are: grants, Federal, State, County and Town funds, donations and private investments and partnerships. In addition, TIF revenues in excess of that required to pay annual debt service on obligations secured by TIF revenues will be utilized by the Town to directly pay redevelopment costs and will be pledged for such purpose in ordinances authorizing such obligations.

PROJECT MAINTENANCE

Maintenance of the public infrastructure projects outlined herein will be the responsibility of the jurisdictions owning the respective projects. The State of South Carolina is responsible for maintenance of U.S. Highway 78, the Berlin G. Myers Parkway and the existing portion of Cedar Street. The Town is responsible for maintenance of Maple Street and the extension of Cedar Street. Facilities owned by Dorchester County and Dorchester County School District 2 will be maintained at the expenses of those respective jurisdictions. Maintenance of all other public improvements will be the responsibility of the Town. Maintenance costs will not be paid from TIF revenues, and are not expected to have a material impact on the Town's general operation and maintenance expenses.

EQUALIZED ASSESSED VALUE

The most recent equalized assessed valuation of all taxable property within the Summerville Midtown Redevelopment Plan Area is approximately \$12,501,580. The estimated equalized valuation of the Project Area after redevelopment is approximately \$22,840,409.

GENERAL LAND USES IN PROJECT AREA

The Redevelopment Project Area contains a mixture of residential and commercial uses, and no change in those uses or applicable zoning is presently foreseen. The property within the Sawmill project is zoned General Business (GB).